

WEATHER.

Fair and somewhat cooler tonight; Sunday fair, moderate westerly winds. Temperature past twenty-four hours: High, 75, at 3 p.m. yesterday; low, 57, at 6 a.m. today. For full report see page 11.

The Evening Star.



"From Press to Home
Within the Hour"

Last Week's Seven Net Circulation—
Daily Average, 71,002; Sunday, 53,120.

No. 19,946.

WASHINGTON, D. C., SATURDAY, MAY 8, 1915—TWENTY-TWO PAGES.

ONE CENT.

51 Americans Reported Saved of 188 Aboard the Lusitania

INDICATED BY LATEST ESTIMATE THAT 1,216 PERSONS PERISHED WHEN BIG LINER WENT DOWN

Alfred G. Vanderbilt and Other Promi- nent United States Citizens Are Among the Missing.

FISHERMEN MAY HAVE EFFECTED A FEW RESCUES NOT REPORTED

Bodies of Scores of Victims, Killed By the Explosion or Drowned, Have Been Taken to Queenstown.

According to the best information available today, 43 of the 188 Americans aboard the liner Lusitania when she was torpedoed yesterday off the Irish coast are known to have been saved. Hope is held out that a dozen or more others may have escaped.

The American consul at Queenstown, in a telegram to the United States embassy at London, said that he had cabled to the State Department at Washington a list containing the names of 43 Americans who have been saved. The message added:

"There may be another dozen Americans not in touch with me. I also believe that one tender load of survivors landed at Clonakilly."

"The survivors will proceed at noon or later this afternoon. The total survivors at Queenstown number 634. About 63 bodies remain unidentified."

Reports to the State Department said 51 were saved and a list of 47 names was given.

The names of Alfred G. Vanderbilt, Elbert Hubbard, Charles Frohman, Charles Klein, A. L. Hopkins, president of the Newport News Ship-building Company, and other well known men are on the list of missing.

Known Survivors Number 703.

The latest available information indicates that about two-thirds of the persons on board the Lusitania lost their lives.

The number of passengers is given by the Cunard steamship representatives in New York as 1,254, and of the crew as 665, a total of 1,919. The number of survivors now accounted for is 703. This indicates a death list of 1,216.

Hopes that the list of persons saved may be materially increased were dashed by an announcement from the British admiralty that all but one of the rescue fleet which put out from Queenstown had reported and that there was little prospect of news of further survivors. Nevertheless, inquiries are being made all along the coast in the hope that other rescues may have been made by small craft which put in at isolated points.

Of the 290 first-class passengers it is now believed only 76 were saved. No word has been received of Alfred Gwynne Vanderbilt, Charles Frohman and other prominent men who were aboard.

MORE THAN THIRTEEN HUNDRED MISSING.

LONDON, May 8.—More than thirteen hundred persons lost their lives, the British admiralty estimates, when the Cunard line steamship Lusitania was torpedoed yesterday afternoon off Old Head, Kinsale, on the Irish coast.

The officially known survivors number only 658, while there were 2,160 souls aboard the great liner when she was attacked.

A further telegram has just been received by the British officials

NATIONALITY OF THE PASSENGERS

Classified according to nationality, the passengers aboard the Lusitania are divided as follows in the respective divisions:

FIRST CLASS.	
British	170
American citizens	106
Greeks	3
Swedes	1
Mexicans	1
Swiss	1
Total	291

SECOND CLASS.	
British	521
Americans	65
Russians	3
Belgians	1
Hollanders	3
French	5
Italians	1
Unknown	2
Total	601

THIRD CLASS.	
English	204
Irish	39
Scotch	13
Russians	50
Americans	17
Persians	21
Greeks	3
Finnish	1
Scandinavians	4
Mexican	1
Total	362
Total passengers, 1,254.	

FEATURES IN THE STAR TOMORROW

"WHO WAS MARIE DUPONT?" a new and fascinating story, by ABLE LUDWIG.

CHARLES M. PEPPER writes of the country's first American experience to be held in Washington.

"MY NECKLACE OF BLACK BEADS," by LOUISE COLLIER WILSON, a story of a great prize, diamonds, and her black beads picked up in a second-hand store.

Uncle Sam is going to construct 500 miles of RAILROAD IN ALASKA, but this undertaking is not his first venture in the building of railroads.

ETHEL BARRYMORE narrates her experiences with young playwrights.

In the coming installment of "THE INVASION OF AMERICA" it is shown how Boston is open to attack from the sea.

ELLIS PARKER BUTLER contributes an inevitable story entitled "WHEN JOHN FIXED THE CUCKOO CLOCK."

A part of the work of the WOMAN GUARDS AT THE GREAT OFFICE OF ENGRAVING AND PRINTING is to answer foolish questions.

IS LIFE WORTH LIVING AFTER SEVENTY? is the question of a double-page spread which answers the question in the affirmative.

BYRON NEWTON, ASSISTANT SECRETARY OF THE TREASURY, discovers "SPYGLASS" a new disease at work in the body politic; the story is written by ASHLEY BROWN.

"THE HARD JOB OF BEING A CROOK."

"THE MEN WHO PAINT THE TOWN."

"A DOG'S \$500,000 PLAYGROUND."

"IS IT WORRY THAT KILLS?" by DR. EDWIN F. BOWERS.

"WHAT SHALL I DO WITH THE MONEY I'VE SAVED?" by ALBERT W. ATWOOD.

"THE SNAKE THAT SCARED ANDREW CARNEGIE."

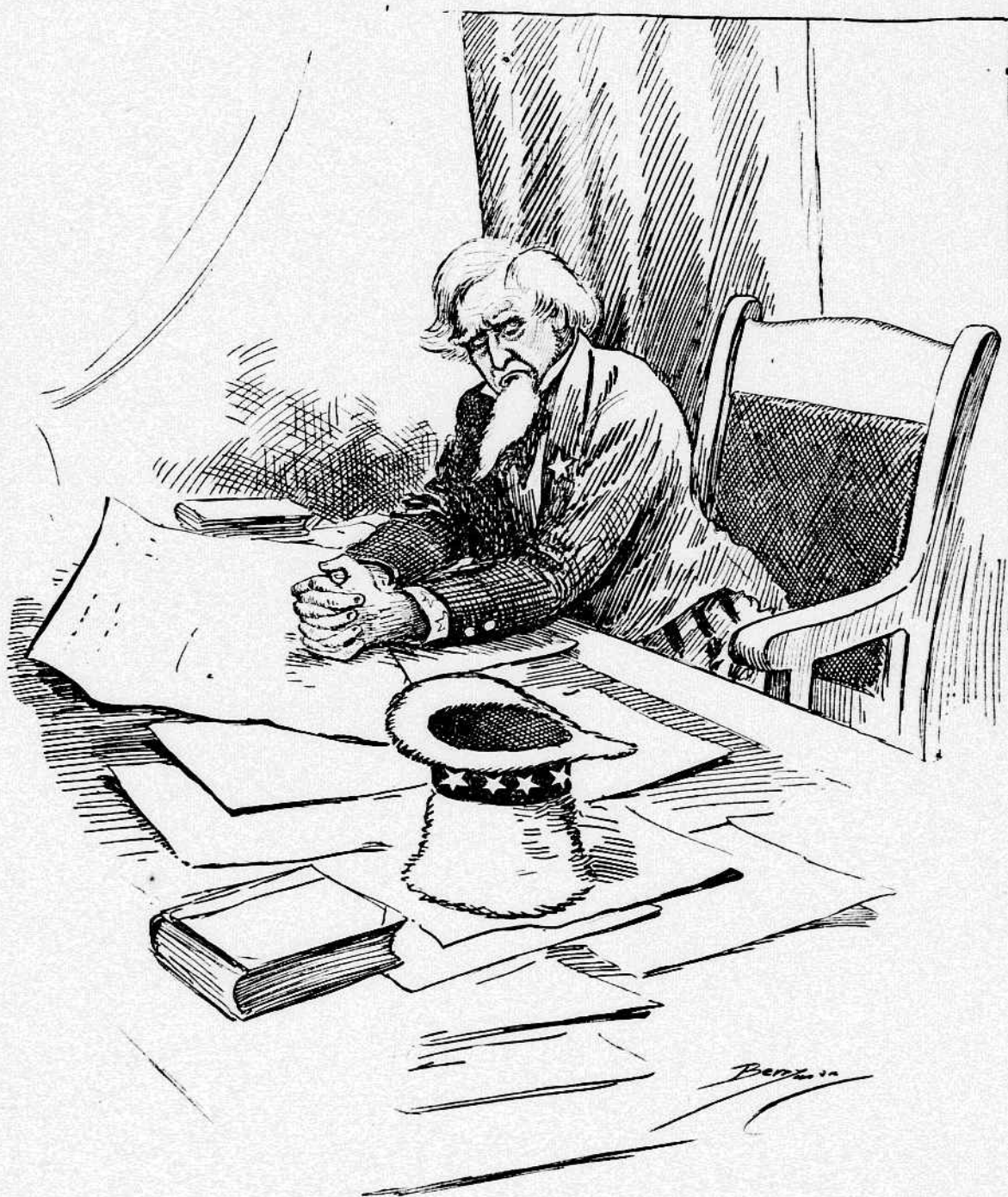
"MEASURING THE SMALLEST THING IN THE WORLD" and "LITTLE THINGS YOU OUGHT TO KNOW."

"SUPPRESSION OF VODKA TRAFFIC IN RUSSIA CUTS THE DEATH RATE IN HALF."

"AIDING JUVENILE OFFENDERS IN NEW YORK THE WORK OF A CONGRESSMAN'S WIFE."

In the past few months more than NINETY THOUSAND AMERICAN HORSES have been poured into EUROPE'S DEATH HOPPER.

TOMORROW IN THE SUNDAY STAR



LUSITANIA.

Berlin Newspapers Hail Sinking of the Lusitania With Delight

LONDON, May 8, 11:18 a.m.—The Exchange Telegraph Company has received today the following telegram from Copenhagen: "Berlin newspapers print the news of the sinking of the Lusitania in colossal type and hail the successful torpedoing of the ship as a new triumph for Germany's naval policy. The general impression is that England has got what she deserves."

LINER WAS NOT ARMED, IS CLAIM OF BRITISH

LONDON, May 8, 1:51 p.m.—The British government today made the following announcement:

"The statement appearing in some newspapers that the Lusitania was armed is wholly false."

JUSTIFIES GERMANS' ACT

Dr. Bernard Dernberg Declares Lusitania Was Carrying Contraband of War.

CLEVELAND, May 8.—Dr. Bernard Dernberg, former German colonial secretary, who arrived here today from New York to address the City Club, holds the sinking of the Lusitania by a German submarine to be justifiable. He takes this position because the Lusitania carried contraband of war, and also because the boat was classified as an auxiliary cruiser at the disposal of the British admiralty.

Warnings given by the German embassy at Washington, together with the note of February 18 from Berlin declaring the existence of war zones, relieve Germany from responsibility for the loss of lives of Americans, he said. Dr. Dernberg also characterized the blowing up of the American tank liner Giulight, carrying a cargo of oil from France to England, as justifiable.

Made Gridiron Club Secretary. At the regular monthly meeting of the Gridiron Club, held today, J. Harry Cunningham was elected secretary to fill the unexpired term of the late John S. Shriver.

CRIPPLED LUSITANIA HALTED, SANK SLOWLY BY HER BOWS, KEELED OVER AND VANISHED

CORK, May 8.—A coast guard who witnessed the sinking of the ship believes she sank within eight minutes. His story is confirmed by a Cork farmer who was working near Old Head, Kinsale, when he heard shots, and, looking seaward, saw a steamer with her bows in the air. He said hardly ten minutes later she keeled over on her side and sank.

A resident of Ardfield estimates the ship was five miles from shore when he heard the crash of the torpedo when it pierced her side. For a moment she seemed to move slowly straight ahead and then suddenly stopped, her bow sinking and the stern rising. Then she keeled over and disappeared from sight. Within a few minutes ten rescue boats had reached the spot where she went down.

CAPTAIN STOOD ON BRIDGE AS HIS SHIP WENT DOWN

LONDON, May 8.—Capt. Turner of the Lusitania stood at his post on the bridge until his ship went down and was rescued three hours afterward wearing a life belt, according to D. A. Thomas, the Cardiff, Wales, coal magnate.

Who Was Marie Dupont?

A fascinating story of a new kind. A serial replete with mystery and romance. Begins tomorrow in The Sunday Magazine of THE SUNDAY STAR.

FEW PERSONS SAVED OUT OF FIRST CABIN LIST, COMPANY SAYS

Cunard Line Offices in New York Besieged by Relatives and Friends of Passengers.

NEW YORK, May 8.—The Cunard line issued an announcement today saying that it had received a cablegram from Liverpool which said the admiralty had announced that only a few first-class passengers had been saved, and that three boats were reported to be bringing 100 bodies to Queenstown.

When the Cunard line offices opened early today the first bulletin issued—the text of the announcement made by the press bureau at Liverpool last night, stating that 658 survivors had been landed—strengthened the belief that the loss of life would be great, especially among the first-cabin passengers.

List of Survivors Announced.

This bulletin was quickly followed by a list of survivors received from Liverpool. As fast as these names could be checked with the passenger lists they were given out. The first list contained the names of fifty-two first cabin passengers. Among them were D. A. Thomas of London, millionaire coal operator; his daughter, Lady Mackworth; Julien de Axala, Cuban consul general at Liverpool, and Lady Allan of Montreal.

Although inquiries, who came early to the offices were few in number, telegrams by the hundred poured in over night and continued to arrive in swelling torrents during the forenoon. The telephone lines of the company were choked with calls. A large detachment of clerks was detailed to answer inquiries.

As fast as the work could be done, a list of survivors from the second cabin was prepared. The first list, it was thought, would be followed by others during the day. There was no noticeable increase in the number of persons calling at the office during the early part of the day. Among them were Harry Niemark, a Belgian, who came to America with his father, Abraham Niemark, three months ago, leaving his mother and sisters in London. The elder Niemark sailed on the Lusitania, taking with him the entire fortune of the family, which he had converted into diamonds in order that they might be realized on readily. His name was not in the first list of survivors cabled from Liverpool.

Crowd at Offices Increases.

As the day wore on the crowd at the Cunard line increased. At noon the offices were filled with men and women, many of them crying, who waited for word of relatives and friends aboard. Several hundred more, unable to crowd into the offices, crowded the sidewalk.

Every clerk in the line's employ, except those engaged in making out lists of survivors as they dribbled in from Liverpool, was put to work answering inquiries. The walls of the offices and the counters were plastered with passenger lists showing all aboard. A check mark in ink was placed opposite the names of those reported saved. The walls were many white gaps between the check marks.

Most of the inquiries were for passengers in the second cabin in which there were more than 600. Many women begged for word of relatives. A message indicating that the survivors landed on the coast of Ireland would sail today for England was received shortly before noon. It read: "Queenstown wires all passengers for Liverpool now at station waiting for 3 o'clock connection for Liverpool. Will send you complete list as soon as we can get it ready."

E. J. Gosnell, in charge of the outbound freight of the Cunard line, denied a report that there had been panic aboard the Lusitania. Mr. Gosnell said there were no explosives, ammunition or any inflammable material on the ship.

Travelers Again Warned.

There was frequent mention during the day of the fact that the advertisement placed by the German embassy in New York papers the morning of the Lusitania's sailing had reappeared in the newspapers today. This advertisement reminded the public that Germany had declared a war zone about the British Isles, and warned travelers that they would embark at their own risk on ships flying the flags of the allies.

Simultaneously with the reappearance of this advertisement the Lusitania's name was stricken from the advertisement of the Cunard line. Statements attributed to Capt. Turner of the Lusitania before the sailing and recalled now indicate that the British admiralty relied on the Lusitania's speed, rather than convoys, to enable her to make port safely. When officials of the Cunard line were asked today if they cared to comment on the question of the lack of a convoy, W. T. Shead, publicity agent of the line, said:

"One of the first things we did yesterday was to issue an order that no official of the line should make any statements. We decided at once to confine ourselves simply to giving out the cable messages we received. It would obviously be improper for us to do anything else. You will doubtless get some comment on this question from the other side. It should very likely be the subject of a statement in Parliament."

announced at noon that it was known that seventy-nine of the first cabin passengers had been saved, according to lists compiled from their own addresses and other sources. A revision of the passenger list placed the total number of passengers aboard at 1,254. The crew numbered 665, making a total of 1,919 persons on the ship.

Cablegrams from abroad telling of the safety of passengers or saying their fate was unknown were received here today by relatives of those aboard.

Mr. Vanderbilt Still Missing. Capt. Isaac Emerson, father-in-law of Alfred G. Vanderbilt, made public a brief cablegram received today from the Vanderbilt agent in London. The sender estimated the number of survivors at 600 and said Mr. Vanderbilt was "still missing." Mrs. Vanderbilt is with her father here.

R. M. Bryan received a cablegram telling of the safety of D. A. Thomas, the so-called British coal king, who was rescued, with his daughter, Lady Mackworth, and his secretary, Reese Evans.

C. W. Bowring of Bowring & Co., owners of the Red Cross line, was in the water four hours, according to a cablegram received by his wife. The message, dated Queenstown, May 8, read: "Torpedoed without warning, port side, jammed, overturned, stern side, in water four hours. No ill effects."

Mr. Bowring is president of the St. George's Society, and is well advanced in years. His wife considers his escape almost miraculous.

Among the saloon passengers were T. R. King of 1336 N. Y. and James Leary of Brooklyn, who went abroad to buy woollens. Cablegrams were received today, presumably from them, unsigned, reading: "Saved. Everything lost. No money."

Frank Partridge, an interior decorator, and Edgar Gorer, a 5th avenue art dealer, sailed together. The damage of Mr. Gorer's firm here received this cablegram:

"No news. Mrs. Gorer will cable again. All very anxious. Partridge saved."

At Mr. Partridge's office a one-word cablegram reading "Saved" was received.

FEAR FOR TWO OTHER LINERS.

The Rotterdam and New York Sailed Same Day as Lusitania.

The fate of the Lusitania has aroused concern for the safety of two other big liners which left New York on the same day as the Lusitania. They are the Rotterdam of the Holland-American line, bound for Rotterdam, and the New York of the American line, bound for Liverpool. The route of the Rotterdam is being kept secret, and her position is unknown to officials of the company. She is scheduled to reach Rotterdam on Monday.

The New York is scheduled to dock tomorrow morning in the Mersey. She probably will pass Kinsale, Ireland, the point off which the Lusitania was torpedoed, about 2 o'clock this afternoon, the hour at which the Cunardier was sunk.

Both vessels carried unusually large passenger lists, despite the warnings given them by the German ambassador.

REMAINS IN SECLUSION. German Ambassador Denies Himself to Callers in New York.

NEW YORK, May 8.—Count von Bernstorff, German ambassador to the United States, who reached this city last night, remained in seclusion today. At the hotel where he was staying it was said that he had gone to Washington. It is understood that he left orders not to be disturbed. At the entrance of the suite usually occupied by Count von Bernstorff a guard was stationed today.

WRECK IN SHALLOW WATER. Belief That Valuables Aboard Lusitania May Be Recovered.

Navy department charts show that the waters off Kinsale, where the Lusitania is reported to have sunk, are comparatively shallow, ranging from 120 to 200 feet in depth, at a distance of nine or ten miles from shore.

This, naval officers said, ought to make possible the recovery of valuable property aboard the ship.